

VORTAC MSN 108.6 Chan 23	APP CRS 254°	Rwy Ldg 4001 TDZE 928 Apt Elev 928
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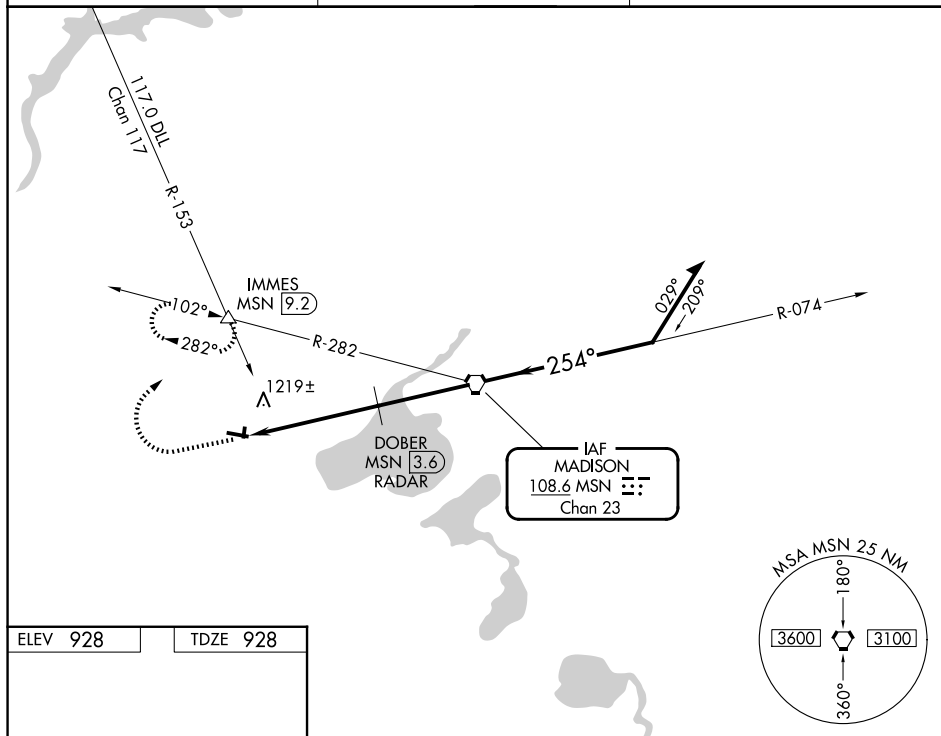
VOR RWY 28

MIDDLETON MUNI/MOREY FLD (C29)

T When local altimeter setting not received, use Dane County Rgnl/Truax Fld
A altimeter setting and increase all MDAs 40 feet and S-28 visibility Cat C $\frac{1}{8}$
SM, and Circling visibility Cat C $\frac{1}{4}$ SM. RADAR or DME required. Circling
NA to Rwy 15 and 19. Rwy 28 helicopter visibility reduction below 1 SM NA.
Straight-in Rwy 28 NA at night. Circling Rwy 28 NA at night.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3500 on heading 020° and MSN R-282 to IMMES INT/9.2 DME and hold.

AWOS-3 118.675	MADISON APP CON★ 135.45 343.7	UNICOM 123.0 (CTAF) ①
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ELEV 928
TDZE 928

The diagram illustrates the layout of Runway 10-28. The runway is oriented along a 254° heading. Key dimensions and features include:

- Runway Dimensions:** The main runway segment is 4001 x 100 units. A perpendicular section is 1050 x 120 units.
- Elevation:** The elevation is 928 feet, indicated at both ends of the runway.
- Obstacles:** A star symbol marks a specific point on the runway, and a shaded area indicates a cluster of obstacles near the 28 end.
- Angles:** The approach angle is 254°.

MIRL Rwy 10-28 L

REIL Rwsy 10 and 28 L

FAF to MAP 8.4 NM					
Knots	60	90	120	150	180
Min:Sec	8:24	5:36	4:12	3:22	2:48

2000 ↑	3500 hdg 020°	MSN R-282	IMMES △	VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 36).															
				Remain within 10 NM															
<table border="1"> <thead> <tr> <th>CATEGORY</th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> </tr> </thead> <tbody> <tr> <td>S-28</td> <td>1500-1</td> <td>572 (600-1)</td> <td>1500-1$\frac{5}{8}$ 572 (600-1$\frac{5}{8}$)</td> <td>NA</td> </tr> <tr> <td>CIRCLING</td> <td>1560-1 632 (700-1)</td> <td>1640-1 712 (800-1)</td> <td>1660-2 732 (800-2)</td> <td>NA</td> </tr> </tbody> </table>					CATEGORY	A	B	C	D	S-28	1500-1	572 (600-1)	1500-1 $\frac{5}{8}$ 572 (600-1 $\frac{5}{8}$)	NA	CIRCLING	1560-1 632 (700-1)	1640-1 712 (800-1)	1660-2 732 (800-2)	NA
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